

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). Yes, Sir. Under the Agreement, payments are linked to despatch reliability and aircraft availability.

(c) and (d). A similar agreement has been signed with Air India Employees' Guild and a similar schemes made applicable to Air India Officers' Association. Negotiations are under way with other organisations.

(e) Does not arise.

[Translation]

Increase in Air Fares

*307. SHRI RATILAL KALIDAS VARMA :
SHRI CHANDRESH PATEL :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the increase made in the air fare during the period from 1990 till date;

(b) whether the Government propose to further increase the air fare; and

(c) if so, the reasons therefor and the extent to which it is likely to be increased?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) The range of fare increas from India effected by Air India and Indian Airlines in various international sectors from 01.09.90 onwards is indicated below :-

Period	Increase in Percentage	
01 January 90 - 30 March 90	5.0	- 17.7
01 April 90 - 30 June 90	4.0	- 19.0
01st July 90 - 30 Sept. 90	4.54	- 27.54
01 October 90 - 31 Dec. 90	2.0	- 10.0
01 January 91 - 30 March 91	7.0	- 7.0
01 April 91 - 30 June 91	3.0	- 20.0
01 October 91 - 31 Dec. 91	3.0	- 11.4
01 January 92 - 30 March 92	3.0	- 3.0
01 April 92 - 30 June 92	5.0	- 15.0
01 July 92 - 30 Sept.92	10.0	- 10.0
01 October 92 - 31 Dec. 92	15.0	- 15.0
01 January 93 - 30 March 93	8.5	- 8.5
01 April 93 - 30 June 93	15.0	- 26.5
01 July 93 - 30 Sept.93	15.0	- 15.0
01 Jaunary 94 - 30 March 94	4.6	- 6.5
01 April 94 - 30 June 94	3.0	- 20.0
01 July 94 - 30 Sept. 94	3.0	- 20.0
01 April 95 - 30 June 95	0.90	- 9.86
01 July 95 - 30 Sept 95	2.40	- 2.40
01 October 95 - 31 Dec. 95	10.00	- 15.40
January 96 - 30 March 96	3.40	- 20.00
April 96 - 30 June 96	10.00	- 15.00

Fare increase effected by Indian Airlines in domestic sectors is as under :-

Date	Increase in percentage
11.4.1990	15.7
26.9.1990	10.0
07.10.1991	20.0
02.10.1992	9.0
13.09.1993	15.0
25.7.1994	Average 15% (from 10% - 20%)
15.6.1995	Dollar fare revised Differential of INR fare and dollar fare fixed at 15% (dollar fare to be 15% more than the INR fare).
1.10.1995	Average 20% (from 12% - 23%)
1.1.1996	Dollar fare revised by 20%.

(b) and (c). Airlines are free to fix the fares on domestic sectors in their own commercial judgement keeping in view the increase in input costs and the impact on traffic. as regards international fares, the increases are initially discussed and agreed by the airlines at the Tariff Co-ordinating Conference of the International Air Transport Association (IATA and implemented with the approval of the respective Governments. Such review of international fares is undertaken by IATA for different sectors from time to time.

Import and Export of Sugar

*308. SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Will the Minister of FOOD be pleased to state :

(a) the logic behind the import or export of sugar during 1994-95;

(b) the resultant loss/profit to the country due to the above imports/exports;

(c) whether the Government propose to cancel the import contracts keeping in view the losses suffered, if any;

(d) if so, the details thereof;

(e) whether responsibility has been fixed for such losses;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF FOOD AND MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI DEVENDRA PRASAD YADAV : (a) to (g). The Import of sugar is the calendar year 1994 became necessary to meet the shortfall in the sugar production season 1st October, 93 - 30th September, 94 and the consequent reduced availability of supply under the Public Distribution System. A quantity of about 9.77 lakh tonnes was imported by STC & MMTC during the calendar year 1994. As firm production trends were not available in the early part of the sugar season beginning 1st October, 94 the Government directed STC & MMTC to enter into Forward Contracts for import of about 5 lakh tonnes of Sugar with a view to ensure adequate availability of sugar for Public Distribution System, in the event of sugar production not coming upto the expected level. Against this, STC & MMTC contracted for a quantity of about 4.09 lakh tonnes. However, as it became evident that a high level of production was likely to be achieved in 1994-95 season, the Government directed STC & MMTC to dispose off in the International Market as much of the contracted sugar as possible at the best possible price. Consequently, only a quantity of 1.99 lakh MT (approx.) was imported in 1995.

The imported sugar was meant for distribution through Public Distribution System and was accordingly issued to the consumers at the issue price of Rs.9.05 per kg. While accounts are yet to be finalised, amounts of Rs.591 crores and Rs.164 crores have been paid by way of subsidy during the financial years 1994-95 and 1995-96 respectively to cover the differential between the cost of imports and distribution on the one hand and price realisation through Public Distribution System on the other hand. As the import was undertaken to preclude the possibility of a break-down in the Public Distribution System, the question of fixation of responsibility for any loss does not arise.

As regards the export of sugar, in view of the higher level of production actually achieved in the Sugar season 1994-95 and still higher production in 1995-96 seasons, resulting in surplus availability of sugar, the Government decided to allow export of sugar from August'95 onwards so as to enable the sugar mills to liquidate their inventories and improve their financial position with a view to pay the cane growers their dues.

International Airport at NOIDA

*309. SHRI PANKAJ CHOWDHARY :
KUMARI UMA BHARATI :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government propose to set up an International Airport and modern cargo maintenance centre at NOIDA in Uttar Pradesh;

(b) if so, the details thereof; and

(c) the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) No, Sir.

(b) and (c). Do not arise.

[English]

AI and IA Pilots

*310. SHRI BANWARI LAL PUROHIT. : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the number of pilots who left the services of Air India and Indian Airlines during the last three years;

(b) the reasons therefor;

(c) whether the Government propose to call back all such pilots;

(d) if so, the details thereof; and

(e) the extra benefits proposed to be given to them?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). While Air India has not experienced any large scale exodus of pilots, 97 pilots resigned from Indian Airlines during 1993 to 1995 and 12 pilots resigned from India Airlines during 1993 to 1995 and 12 pilots who had earlier resigned joined back. No pilot has left in 1996 so far. No reasons were given by the Pilots at the time of leaving the organisation.

(c) No, Sir.

(d) and (e). Do not arise.

Cordless Telecommunication Technology

*311. SHRI RAJIV PRATAP RUDY : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether some European telecom companies have activated an international forum in India to promote digital enhanced cordless telecommunication technology;

(b) if so, the details thereof;

(c) its likely impact on Indian Telecom Companies; and

(d) the benefits likely to be accrued therefrom to the rural and backward areas of the country?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) and (b). Sir, it has been reported that five companies namely, Alcatel, Ericsson, Nokia, Philips and Siemens have formed a forum.

(c) and (d). Provides of basic telecom services can use this technology for wireless in local loop depending